

Roger Bertsch's 182 ready to take kids back to Fell's after a day of fun at Cavanaugh Bay at Priest Lake



APRIL-MAY 2021

Wings



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Pilots Come Together to Deliver COVID Supplies in Preparation for Domsday Scenario

By George Steed

Birds of a feather flock together as the saying goes and so do Washington pilots. In late January, 41 airplanes flew to Arlington (KAWO), picking up loads of personal protective equipment (PPE) supplies transporting them to nine locations around the state for the benefit of native tribes in the fight against the Covid pandemic. The purpose was a dress rehearsal for emergency response for natural disasters in the maybe not so far distant future.

Could aid and supplies be more economically transported by truck? Absolutely. Then why call on private pilots around the state to do it instead?

Cascadia Rising. The earthquake is coming; it's a geological certainty. The only question we can't answer is: When? 300 years ago western Washington experienced a 9.0 magnitude subduction earthquake which caused some areas to rise ten feet draining the sound causing other areas to subside and create 'ghost' forests. It sent a tsunami that made its way to be recorded in Japan! The cause was the San Juan de Fuca fault plate being forced under the North American plate; a process which has not stopped. It is a geological certainty it will happen again.

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Legislative Update

By Representative Tom Dent, District 13 GOP



State Rep. Tom Dent (R-Moses Lake) represents the 13th Legislative District

Session this year is totally virtual, and that has it challenges. Trying to move a bill through the process and garner support with other legislators is very difficult when the in-person option is not available. Zoom meetings and conference calls are great technology but there is nothing like looking folks in the eye and discussing the issue. Sitting in my office at the airport in Moses lake has a few benefits but overall, it leads one to believe something is missing. Hopefully we will be back in Olympia next year.

We do have some aviation related legislation moving this year and looks promising to get it across the finish line.

House Bill (HB) 1030 (Rep. Dent) and companion bill Senate Bill 5031 (Sen. Honeyford) have both been voted off their respective floors and are moving to the other chamber. This is concerning the Community Aviation Revitalization Loan Program (CARB). This will put

the loan program into law. It was passed as part of the capital budget a couple years ago but is set to expire. This is the fifth year working on this legislation, I am hopeful that this is the year!!

HB 1290 (Rep. Dent) and companion bill SB 5329

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Membership Benefits

By Jerry Barkley

The ordering information for WPA retailers is listed on the WPAflvs.org website under the "Member Discount" tab.

I apologize that there has not been a clear ordering process with Aircraft Spruce.

In the future, when ordering from Aircraft Spruce, please simply use the telephone. Give Aircraft Spruce the catalogue number of the item requested. They will ask for the code number. The code number is obtained by going to the WPA Web Site under Member Benefits.

Give Aircraft Spruce the code number and the address where you want the item(s) sent along with your method of payment – most probably a credit card. You may have your own account

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Washington Pilots Association
1100 Bellevue Way NE, STE 8A (Box 397)
Bellevue, WA 98004

LETTERS

TO THE EDITOR



I have always been taught to keep my head in the clouds and my feet grounded. That, as long as I am realistic, it is good to dream big. When I was little, my favorite movie was Peter Pan and I always loved the idea of flying; I was Tinkerbell in every game I played. Every time the clock read "11:11," or I found a dandelion, I would wish to grow beautiful wings, or to find a bag of pixie dust. As I grew up, I realized that was not realistic, and I stopped dreaming of magical worlds.

I remember my first flight with my grandpa. I was smiling so big that it hurt my cheeks, and my heart was racing in joy. He let me fly for a while, and I absolutely fell in love with it. I thought about that day a lot, and so much of my heart never left that cute little Navion.

For a while, a lot of change happened in my life; I went through pains and losses that came way too early. To help me cope, I was desperate to find something to do that I loved. I had to find some way to pass time that filled me with happiness and security. So often I thought about that one flight with my grandpa, and how much I loved that. And for the first time, I really knew what I wanted, and I was determined to do it.

My grandpa was happy to help. For so long he had been trying to get a pilot in the family. He introduced me to Molly (Littlefield), and she is probably the most wonderful and kindhearted person I have ever met. She, quite literally, took me under her wing. I have now been training with her for over 40 hours. She got me to solo on my 16th birthday (Sept. 16, 2020). She really is the best instructor, and all my thanks and appreciation go to her and my grandparents for their support. I am so fortunate to have these people in my life.

I have spent my entire life wanting to fly. I was dreaming big, and I was told that dreamers must keep their feet grounded. But I disagree entirely. If you have your head in the clouds, just keep your feet on the rudders.

By Sophia Hargan (16)

"I've been blessed to be from a family that loves aviation. I got to grow up going to WPA and PSAAC meetings and volunteering for the Ninety-Nines. Last summer in 2019 I realized I no longer just wanted to be along for the ride. In February I got the privilege to begin flight training with Molly Flanagan-Littlefield after her retirement from United Airlines. I couldn't ask for a better instructor and one that is huge inspiration to me in aviation and life. Plus I adore her polished Cessna 140. Everyone I talked to was surprised I wasn't nervous for my first solo but I knew Molly wouldn't let me unless I was ready and her confidence in me was all I needed. It was a once in a life time experience and I'm so glad I got to share it with my Evergreen Sky Ranch neighbors. Flying has brought so much to my life in a short amount of time. It's addicting, I get flying withdrawals when I'm on the ground too long. Thank you to this community and showing me this beautiful thing I'm so lucky to be a part of. Special thank you to my mom Rashell, step-dad Dave, and Molly Flanagan-Littlefield and Kieth Littlefield."

By Della Rosenkranz

COVID Delivery Continued

When it does, what will happen to Puget Sound? FEMA says most of its resources will be used along the Interstate Five corridor which would leave many communities around the sound fending for themselves for weeks or months. Think of Forks out on the tip of the Olympic Peninsula or any of the coastal cities including the smaller villages on the islands serviced by single and vulnerable roads. Those folks are going to need help and one way to get it there is by air.

Sky Terry, a home health care nurse from Bellingham, has spent the last 10 years planning, organizing, exercising, and cheering on efforts to train pilots and ground crews to transport emergency supplies around the Northwest after a disaster. Despite recalcitrance from entrenched bureaucracy, Terry has conducted numerous exercises with each being bigger and more comprehensive than the last. This one was the largest scale of all.

Terry coordinated with the National Tribal Emergency Management Council and found five truckloads of PPE that was destined to tribes, big and small, around Washington. Recognizing the possibilities for training and experiences to be had from transporting these supplies by air, Terry organized an exercise. Calling on pilots from the Clallam County Disaster Airlift Response Team (DART), the statewide DART list, and other interested local GA pilots, the plan was set in motion.

Ground crews led by James Nichols, Ray Smith, and Charlie Hicks prepositioned 42 pallets of food, masks, and hand sanitizer at Arlington airport. Huge thanks are due to Kim Bergeneier of Carrera Han-

gars for space and Marty Ray, the airport manager for organization. The location was perfect with a large ramp space for numerous aircraft at once. Pilots reported in from various home bases, ground crews leapt into action, and boxes were delivered planeside. After loading, planes took off for Darrington, Bellingham, Quilayute, Sekiu, Port Angeles, Deer Park, Omak, Kelso, and Walla Walla.

When all was tallied, this turns out to be the largest DART exercise ever completed on the West Coast. 41 airplanes conducted 72 sorties carrying 29,767 pounds to nine tribes. Despite some very marginal VFR weather, all scheduled sorties were completed. Pilots and ground crews received vital training and our region is a little better prepared to do this for real on the day the earth shakes.



WE WANT TO HEAR FROM YOU!

Tell us what you like, dislike, or just sound off about anything aviation. Please include your name and chapter association. Submit entries via e-mail to michaelwatkins1@icloud.com.



WPA Wings

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Legislative Update Continued

(Sen. Honeyford) takes a portion of the sales tax revenue from the sale of aviation fuel. Aviation fuel is taxed at 6.5% sales tax. This bill proposes to take half of a percent of the tax and transfer it into the aviation account, and then again in two years take another half of a percent for a total of 1% into the grant

account. This proposal in the long run will return more money to the general fund than it removes through additional projects completed and the taxes paid on those projects. Additionally, we will be able to leverage these funds against the Federal Aviation Administration airport improvement program for much needed additional dollars. This is a win-win for aviation in the state. Neither bill left its house of origin before the fiscal committee cutoff date of March 9. However, they could be deemed NTIB (necessary to implement the budget). That may be highly unlikely this year, but it is always possible. There are many issues at play here.

SB 5350 (Senator Honeyford) and its companion bill HB 1470 (Rep. Dent) would have extended certain aerospace tax preferences to include unmanned aircraft systems. Neither one of these bills advanced beyond the public hearings in their committees.

HB 1198 (Rep. Dent) would make changes to the Commercial Aviation Coordinating Commission. Because of the pandemic the commission has fallen behind on doing its work as probably will not make the timelines set forth in the original legislation, SB 5370, which was passed in 2019. The commission is looking at the possibility of building a new commercial airport or expand an existing one to relieve the pressure on Sea-Tac. There were specific timelines spelled out in the original legislation, HB 1198 extends those and adds the possibility of additional community outreach. This bill passed the House 96-0 and is now in the Senate.

HB 1379 (Rep. Lovick). This bill

establishes the Unpiloted Aircraft System State Coordinator in the Aviation Division of the Washington State Department of Transportation (WSDOT). It would require state registration of commercial unpiloted aircraft systems and exempts recreational drones from registering in Washington. This bill left the house with a vote of 92-6 and is now in the Senate Transportation Committee.

HB 1538 (Rep. Dent) would establish an Aviation and Aerospace Advisory Committee. The director, or the director's designee, of the Department of Commerce (DOC) would appoint and maintain an aviation and aerospace advisory committee to generally advise the DOC and WSDOT on matters related to aviation and aerospace in Washington state. I dropped this bill late in the process and it did not get a hearing but has generated much interest from the aviation and aerospace community. It will definitely be front and center next year.

Until next time, BlueSky's and Tailwinds!!

If you have comments or ideas for aviation-related legislation, please do not hesitate to get in touch with me. You may email me at tom.dent@leg.wa.gov or contact my Olympia office at 360-786-7932, or my district office at 509-941-2346. You may sign up for my email updates by visiting my website at tomdent.housepublicans.wa.gov.

Tom Dent is a lifelong resident of Washington and has been a professional pilot since 1976 accumulating more than 20,000-logged hours. He currently holds an Airline Transport Pilot Certificate multi-engine land with commercial privileges single engine land. Tom is also a Certificated Flight Instructor for both single and multi-engine airplane and instrument airplane. He lives on his ranch with his family, the Flying T, seven miles north-east of Moses Lake. Tom represents the 13th District and is currently serving his fourth term in the state House of Representatives.

Membership Continued

with the company and an agreement to pay monthly. That will also work.

Over the past several months we have had complaints from some of the retailers who are offering discounts about less than courteous behavior by a few members in some transactions. It's important to remember that these discounts are not a "right" but a privilege offered by our State WPA Organization to help us all save money.

So, I ask members that when interacting with these retailers that we act with the utmost courtesy for the sake of our entire group of pilots at WPA. Losing these benefits would be a shame.

If you are experiencing a problems contact Jerry Barkley at 206-276-8540 to answer any questions.

2021 Scholarship Award Winners

By: Gary Miranda, SW Chapter Pres.

Scholarships are given out by the Southwest/Vancouver Chapter of the WPA.

We are pleased to announce the 2021 Scholarship Award winners:

- Jessica Whitwell (far right) with CFI Chad Howard and her dad Mark Steinke.
- Rachel Case with her CFI Jack Lennon
- Josh Langbecker – Picture not available

These pilot applicants were carefully chosen with the following strict criteria. The awards were graded & weighted with the following criteria:

1. Dedication to completing a rating with these funds with clarity on future goals.
2. Personal contributions to the SW. Chapter activities.
3. Essay clarity on the items requested by the scholarship committee.

We thank our scholarship contributors and our chapter officers for the hard work put forth to select these participants and for putting a smile on these winners faces.



CFI Chad and Jessica and her dad Mark



CFI Jack and Rachel

WINGS GOES DIGITAL

Well, this may not be new, because you could always get the newsletter on the web site, but you now have another option. When you renew your membership you have the option to check the **Digital only box**. Then, you will not receive the printed copy, but you will receive the digital version.

To make it easy we will send you an announcement that the digital version is available and give you a link. Once you get there, you can read it, or print all or part of it. This is an effort to save our Association money. The WINGS publication is our largest expense.

If you missed the chance to check the box and want to go digital only you can contact John Dobson, who can correct it for you. jdobson.mo@membersonlyinc.com

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COMMITTEE REPORTS

Airports



By Tom Jensen
Airport Affairs

Spring is sprung, and the Covid-19 has suppressed many things, including flying. But the weather is becoming more inviting. What's to do (after mowing your lawn for the first time)?

- Spring clean your airplane.
- Don't forget the interior
- Inspect your aircraft for corrosion, leaks or mechanical issues.
- Service the tires.
- Update your flight bag.
- Evaluate your fitness to fly.
- (Confirm your ELT operation)

These tips are shamelessly borrowed from "Hartzell Prop Spring Tips"; it's worth a Google for the details.

I would add that you should check airport conditions as part of flight preparation. Many state airports (Tieton, Skykomish, Bandera, etc.) are only open June 1 to October

1, but even then maybe riskily soft. Others (Copalis, Lower Granite, etc.) may be unsafe due to being wet or snow-covered. E.g., after checking WSDOT/State Airports and tide charts, we tried for a Copalis Escape in February but found that runoff from the land side had 90% of the airstrip unsuitable and waved off. We did pick up Passport stamps on two other airports visited that day.

Airplane noise may be "the sound of freedom", but that may only apply to military bases where all nearby properties can see the benefit of jobs and earmarks. Help yourself and the rest of us by being a Good Neighbor (like Mr. Rogers) when you fly.

Some suggestions:

- Wind that propeller back after you lift off
- Keep your RPM low in the pattern and configure for a go-around on short final.
- Fly the VASI (or above) on approach and establish a climb on departure to minimize your ground noise signature.

• Be aware of noise sensitive areas around the airport and safely adjust your pattern.

• DON'T do those "cool" low passes, especially with smoke. They contravene the FARs.

Mainly, just THINK about it.

I have lived on a private but welcoming grass airstrip in SE King county for 40 years. During that time, I can count a dozen airports in the Puget Sound which were available to the public but lost to politics (Sand Point) and encroaching development (Bellevue, Martha Lake, Issaquah, etc.). Please do your part and don't be an annoyance.

I can't be all serious here; spring brings the opportunity for some real fun and proficiency flying. We've revived an old practice which is a kick: cutting toilet paper stream-

ers. Do this safely by establishing a floor, and first clearing the area. Take a roll of toilet paper which has 10' of the end folded back and re-rolled; when you toss it out, it unrolls and falls in a vertical streamer. See how many times you can cut it using 1000' of altitude.

Ed. Note: This only relates to my Airport Affairs article because it's fun to soil a neighbor's airstrip with biodegradable TP.



Eastside



Roger Bertsch
Vice President, East

Post-Covid is nearly here and with an aggressive nationwide vaccine program WPA pilots, families and friends will be able to enjoy the many activities planned for the remainder of this year. It was exciting to hear about the Chapter fly outs to Sullivan Lake (WA 09S), Chamberlain (Idaho backcountry airport U79), and Madras (Oregon S33, home of the Erickson Museum). Of special interest was learning about the SW Chapter's Precision Landing Competition. This is a great example of promoting aviation

safety by comparing the pilot's estimated performance to actual performance and the planned performance derived from the owner's manual. Is there any real difference in performance between a brand-new airplane and one some 50+ years old? I really like this idea and will suggest the we on the Eastside of state do the same.

The State WPA Board has been encouraged as more chapters across the state are embracing virtual meetings and then saved for future viewing on platforms like You Tube. Soon virtual meetings will be combined with physical meetings. The learning curve has really matured over the past year. As example, take a look on You Tube for the WPA Spokane's presentation on icing. Okanagan-Ferry Chapter's April 1 presentation on the story of a famous Ferry Pilot, Kerry McCauley, author of the Best Seller, "Ferry Pilot" should be excellent and hopefully recorded for future viewing. Spokane has lined up Buck Bender to talk about the Viet Nam conflict and Operation Linebacker II which involved USAF B-52 bombers and Navy tactical aircraft from the carriers of Task Force 77. The March 17th presentation was saved You Tube (WPA Spokane).

One of the most important priorities of WPA has been promoting general aviation with a special focus introducing youth to flying and providing scholarship to those pursuing an aviation career. I recently attended the Spokane Aviation Youth Scholarship Foundation's board meeting and selection of this year's scholarship recipients. Four \$2,000 scholarship will be awarded. BZ Spokane! Due to Covid, the Chapter's primary fund raiser, the annual banquet and auction was cancelled so the Chapter went direct to the membership and asked for donations. So far over \$3,500 in direct donations has been raised. This just may work for your Chapter too. Spokane plans to fly the Hutton Settlement kids to Cavanaugh Bay in August. This was an annual event pre-Covid. On a larger scaled, the Chapter is currently brainstorming and staffing a way to bring back a way to fly more kids out of Felts Field. Since 1992, nearly 5,000 kids have flown out of Felts Field under the Young Eagles program. WPA has been a major supporter of this program. Regretfully and for a myriad of reasons, Young Eagles at Felts Field is at this time history and unlikely to resume in the near term. The Chapter is looking at options that include teaming with the Historical Flight Foundation to fly kids perhaps to coincide with the planned September Felt's Field Neighbor Day. Another idea is to team with EAA and embrace the EAA Young Eagles program at a new location. Most promising is Coeur D'Alene, Idaho, however, it would desirable to do this in Washington. I like the Young Eagles pro-

gram as it is a complete package including training and insurance for all pilots and ground support volunteers.

Many remember and thank Don and June Fitzpatrick for developing and managing the Fly for Fun Calendar. This has, however, given way to the use of the free shared online calendar for groups called, Teamup. This was discussed in the last edition of "Wings". The app works with Android and IOS (Apple). This is a shared calendar and all WPA members have access to read and all Chapter Presidents have been granted "Editor" privileges means they can post all Chapter events and activities that would be of interest to the general membership. This is a great tool to share what WPA is all about.

It's great to see that the light at the end of tunnel is no longer an oncoming train. Spring is here and it's time to do what we do best and fly!



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President's Message...



Ken Davies
WPA President

I hope this issue is finding everyone in good health and safe. I would like to hope that with more vaccinations being given and the state moving to Phase 3 there will be more activities happening as we get further into the year. I would hope that everyone takes if safe and plans for a gradual return to normalcy but plans to get out and fly more and keep some distance just the same. Speaking of getting out and flying more, greats new at the Skagit Airport, we have a new restaurant, and it will be opening very soon as in the first part of April, like as in the 10th. They will start off with "grab n Go" food first and then work into full-service dining later in the spring with alcohol and a bar coming around May or June. The name they have picked is the Skagit Landing. The team that owns the restaurant happen to own Tulip Town, Skagit Acres, and Fairhaven Mill so they are not new the Skagit Valley. They will be making fresh biscuits and plan to have breakfast burritos even. Red Bird Flight Simulators recently re-

leased their very first Flight Training survey. Over 2400 people responded to the survey and most of the VFI's who responded has at least 20years or more experience. The survey found that despite an unprecedented and unpredictable year in 2020, the data collected for the report describes a healthy industry on an upward trend. That is great news if you ask me. They survey also found that the biggest obstacles a student must overcome are the cost and time required to complete flight training. More great news is the number of vendors that have become a part of our WPA benefits program. This program just continues to grow. Starting with issue we will really be working hard to make the WPA newsletter something to be proud of. I challenge you to read it, submit articles and information for it and become a part of it. Let it become a useful tool to help you remember event dates, vendor information, or as a recruiting tool and leave a copy with a prospective new member. I plan to get more out and around to the chapters this year. Thank you again, and I want you to know I am proud to be serving as your president.

Fly safe

Safety & Education



By Gary Miranda
Safety & Education
Director

DO YOU HAVE THE NOTAMS FOR KELSO?

I frequently fly training flights into Kelso, WA. (KKLS) and on more than one occasion the controller has asked "Do you have the NOTAMS for Kelso (KKLS)?"

I make it a rule to do a thorough WX briefing prior to my flights and ask my students to do the same prior to any flight.

This is what was on our weather briefing prior to the flight.

Runway:

!KKLS 01/014 KELSO, WA (KKLS)
Runway 12 field condition
5/5/5 100 percent 1/8-inch
dry snow 120 feet width observed at Jan 01, 2021 2016Z.
Jan 01, 2021 2016Z to Jan 02, 2017 2016Z

With all this said, ATC is responsible for ensuring pilots have NOTAMS during flight for their destination. By making ATC making this request of the pilot it simplifies their job of looking up any NOTAMS, even if there they may be none.

Many controllers are not pilots, so they do not have an idea of how pilots get the NOTAMS from in an official weather briefing. Controllers have a responsibility of issuing airport conditions to the pilot that may restrict an approach or landing per AIM 4-7-12.

It is entirely possible that a NOTAM has been listed between the time the pilot got his weather briefing and the current time in flight, which could be several hours. At Kelso, the common NOTAM that comes up during the winter months is the field condition report or FICON.

I suggest to pilots that the best answer to an ATC request such as this is to say "I did check NOTAMS in my pre-briefing, but just to be sure nothing new has come up could you inform me of what you have currently on file?"

This covers all the bases for you as a pilot by being informed of the latest information. Safety is the most important contribution we as pilots can give to aviation.

WPA Safety & Ed. Chairman and the Pres. of the SW Chapter Capt. Miranda is a retired Major Airline pilot who came up through the GA ranks. He has over 26000+ hrs. of flt. time and has be a CFI since 1979. He previously owned a flight operation in the Spokane WA. area during the 1980's specializing in Accelerated pilot training and Aviation Flyouts. He now specializes in Technically Advanced Aircraft, Tailwheel, Advanced IFR and Mountain flying courses in the SW. Washington area.

He can be contacted at 360-281-0196, a320grm@aol.com or www.NWCloudbusters.com.

Membership



Royce Civico,
State WPA
Membership
Director

As the weather continues to improve and people return to their pre-pandemic lives, I am excited to see people spinning up their propellers again. What I am really excited about are the return of events such as the Arlington Fly-In and the resumption of in-person meetings held by local chapters. Look for "Fly-For-Fun" on the WPA website because you can expect that list of events to buy a \$100 hamburger at to grow.

Recently, we have had an exciting campaign to boost membership. For the month of March, individuals that renew their membership to 2021 and are new members will be eligible for a \$100 flight bag from Spencer Aircraft at KPLU. However, if you are not feeling lucky or are happy with that old coffee-stained flight bag, then check out the discounts that Spencer Aircraft offers at our "Membership Benefits" page on the WPA website. The next campaign will include everyone so please stay tuned!

As of this writing, we have increased our membership from 840 in January to 907 in March. The membership year is still young. I am hopeful that as the pandemic runs its course and subsequently, as restrictions are loosened, we will start to see regular meetings return also adding to the membership totals. For now, keep putting on those fancy upgrades you are getting from Aircraft Spruce and tell your friends how the WPA got you a deep discount. I appreciate every renewal and could use your help!

PS: If you have any ideas on how to boost membership, or provide better value to your WPA membership, please reach out to me! Email: zecyor@gmail.com

Westside



Jerry Barkley
Vice President, West

Pilots have long held a reputation for initiative and ingenuity. During the past year of the Covid-19 Pandemic several of the Westside WPA Chapters have shown both of these attributes in spades.

Clifton Pierschbacher of the Arlington Chapter said that while there have been no formal meetings, members still seem to meet-up at one hangar or another to discuss flying adventures past, present and future. He said he doesn't want to compel anyone to come to a meeting because of current restrictions, but there are still a lot of members flying and meeting up at the airport.

The Bremerton Chapter has been very active continuing with their IFR Clinic while maintaining safe distancing practices and wearing masks when in the same vicinity as other members. Doug Haughton said one of their biggest successes has been an on-line auction. Some of the members, seeing that airport equipment was being updated and replaced, had the bright idea of saving the old equipment from the landfill by cleaning it up and auctioning it off. Doug said the chapter now has an additional \$11,000 for their scholarship fund because of the auction.

The Green River Chapter has not had formal meetings since that would go against the Governor's guidelines, however, the WPA Board has had a few meetings with masks in place and maintaining distance. Two upcoming events have been planned. There will be a meeting April 9th at Evergreen Sky Ranch in an open hangar, and the annual Ranger Creek "Clean-up" will occur May 8th.

The North Sound/Bellingham Chapter has not had formal meetings, but are using their monthly newsletter to keep in touch and plan future events. Bill Post said meetings were generally very well attended prior to the pandemic and he is hoping with more people being vaccinated they will resume meetings shortly.

Paine Field recently had their first Zoom/In-Person Meeting at Shawn O'Donnell's in Everett. Understanding that not everyone is comfortable with meeting in-person, the group decided to try to accommodate everyone by having the meeting and making it accessible via Zoom to those who preferred to attend from home. Jerry Barkley said 14 showed up to meet using all prescribed precautions while many more attended electronically. They are trying to bring in more members, especially airport tenants and condo owners at Paine, since the airport is currently putting together their Master Plan.

Gary Miranda, president of the Southwest/Vancouver Chapter, said their group prefers Teams to Zoom, and they have used Teams to hold meetings since September. They are making plans for a Precision Performance Flying Competition on March 27th at which all pandemic requirements will be maintained. Gary invites pilots from all over Washington to join the Southwest/Vancouver Chapter for the event. He said their chapter has even managed to maintain their scholarship program.

A number of the other chapters like Twin Harbors, Clallam County, Skagit and Shelton are continuing with small gatherings of pilots for flights to the few restaurants which maintain out-door seating or just getting together to talk flying. All are looking forward to a time when restrictions and masks are a thing of the past.

CFI CORNER

When the FAA says “We are here to help...” we usually don’t believe it.

By Molly Flanagan Littlefield CFI

But, read on,

I have been doing some flight instruction lately. Great students, who are excited and ready to learn. These girls are taking to flying as if it were something they were born to do. And I am privileged to get to sit beside them and watch their passion grow! So, as a Flight Instructor, I'm supposed to know a lot. Right? Well, there is always more to learn!

Twice this year I have had the “opportunity” to fill out a NASA Aviation Safety Report. asrs.arc.nasa.gov. Review FAR 91.25. Maybe you have heard about it.

We always do left patterns at my usual airports. But Olympia has right traffic on runway 35. I'm sure we repeated “Clear for takeoff Runway 35, right traffic”. But, out of habit, we turned left... Tower said nothing. But we realized our inadvertent mistake. And I thought...time for an ASRS report.

Then there was the time recently I soloed my sharp student at Tacoma Narrows airport. I got out, just like I've done at my usual uncontrolled airports, and stood there. The solo ops at a towered airport were a thing of beauty! But then I got reported for standing in a “movement area without a clearance”. The dreaded “Pedestrian Incursion”. And

I thought....time for another ASRS report.

You may be familiar with this program. Briefly, if you unintentionally make a mistake while flying, you are afforded the opportunity to file an ASRS report. The data is collected and used to determine where problems are occurring. You can read more below. But in a nut shell, if you, like I, happen to make a mistake, unintentionally, you have the opportunity to self-disclose. In exchange for sharing your experience, you

are almost certain to be protected from a violation. Keep this program in mind if you think you may have not complied with a regulation. It just might save you a violation.

I copied the following directly from the Advisory Circular 00-46E and the NASA Aviation Safety Reporting System home page.

“Based on information obtained from this program, the FAA will take corrective action as necessary to remedy defects or deficiencies in the National Airspace System.”

Section 91.25 of the Federal Aviation Regulations (14 CFR 91.25) prohibits reports filed with NASA from being used for FAA enforcement purposes. This report will not be made available to the FAA for civil penalty or certificate actions for violations of the Federal Air Regulations.

“Enforcement Restrictions. The FAA considers the filing of a report with NASA concerning an incident or occurrence involving a violation of 49 U.S.C. subtitle VII or the 14 CFR to be indicative of a constructive attitude. Such an attitude will tend to prevent future violations. Accordingly, although a finding of violation may be made, neither a civil penalty nor certificate suspension will be imposed if:

- The violation was inadvertent and not deliberate;
- The violation did not involve a criminal offense, accident, or action under 49 U.S.C. § 44709, which discloses a lack of qualification or competency, which is wholly excluded from this policy;
- The person has not been found in any prior FAA enforcement action to have committed a violation of 49 U.S.C. subtitle VII, or any regulation promulgated there for a period of 5 years prior to the date of occurrence; and
- The person proves that, within 10 days after the violation, or date when the person became aware or should have been aware of the violation, he or she completed and delivered or mailed a written report of the incident or occurrence to NASA.”



Molly Flanagan Littlefield CFI with student Sophia Hagan and Otis. Photo by Tom Jensen

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Don and June Fitzpatrick spend a great deal of time putting together the WPA “Fly-for Fun” Calendar. They send out an e-mail to as many friends as they can with hard copy attached. They also make sure the calendar gets posted to the WPA website. But what happens if you don't have access to a computer? You're at the pilots lounge or chatting with a friend on the phone . . . Where are we going this weekend? When is the Republic Fly in? When is Arlington?

This is simple . . . follow the links below
<https://www.teamup.com/apps/>

- Teamup for Android (Samsung, Nexus, HTC, Huawei, ...)
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WPA Chapters Around the State

Most Chapters keep updated information on the WPAFLYS.org website. Click on the "Chapters" tab for more information.

ANACORTES - The Anacortes chapter generally meets on the second Thursday of every third month (February, May, August and November) at 6:30 PM. Meetings are held in the Micro Aerodynamics hangar on the airport. **Contact Chapter President Blake Thorn, blake@srvconstruction.com 360-672-5695.**

ARLINGTON - The Arlington Chapter meets the first Wednesday of each month at Neal Carman's hangar at the airport. A no host dinner is at 6 PM and the meeting starts at 7 PM. **Contact Chapter President Clifton Pierschbacher.**

BREMERTON - Check the website at WPAFLYS.org, click the "Chapters" tab and click on Bremerton for detailed information. **Contact Chapter President Doug Haughton, 360-710-3481, HaughtonDoug@gmail.com for further information.**

CLALLAM COUNTY - The Clallam County Chapter meets for lunch periodically with meetings announcements made by e-mail. Current CCP members are included in the announcements. If you are not a current CCP member, and would like to attend a lunch, contact **For further information, contact Colette Miller at 714-356-5669 or Dave Miller at 360-452-7136.** All aviators welcome.

COLVILLE VALLEY - For current meeting schedules, please contact **Dave Garringer, colvilleairport@yahoo.com, 509-675-1041.**

DEER PARK - The Deer Park chapter meets on an "as needed" basis at the administration building located on the Deer Park Airport. **For more information about Deer Park chapter and activities please**

contact Darold Schultz at 509-999-5835.

GREEN RIVER - The Green River Chapter meets on the 2nd Friday of February, April, June, August, October and December for dinner and an aviation program. **For meeting information and other chapter activities, including group fly-outs, WINGS programs and other special events please visit http://www.wpaflys.org/Chapters/GreenRiver/EnRoute_Monthly_Editions/current.pdf or contact the Chapter President Rashell Rosenkranz at 509-859-2994 or denningrashell@gmail.com.**

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of each month, except July, at 10 AM in Hangar 15 at Harvey Field. **For more information on activities, please call Chapter President David Divoky at 559-696-3247.**

METHOW VALLEY - Chapter meetings are the second Wednesday of the month through April, then resume in September. They are held in the Fitzpatrick hangar at the Twisp Airport at 15 Aviation Lane. Dinner starts at 6:00. Presentation starts at 6:30. Meeting starts after presentation. Details are announced via emails and Facebook. **Contact President Rick LeDuc: (509) 429-2922 or Secretary Louise Bighouse: (509) 449-0185**

MOSES LAKE - A new Moses Lake Chapter has been formed with 20 members. **For further information contact chapter President Larry Wheat at 206-819-2352.**

NORTH SOUND/BELLINGHAM - The North Sound Chapter meets the second Thursday of each month except June, July and August at the ARFF Conference Center at KBLI's Fire Station 2005 West Bakerview Rd. Bellingham. Doors open at 6:30 PM. **For more information contact Bill Post at**

716-425-0121; wildbillpost@gmail.com

OKANOGAN & FERRY COUNTY - Chapter meetings are the fourth Tuesday of each month at the Omak Elks Lodge. Dinner at 6 PM and meeting at 7 PM. **For further information contact Chapter President Lee Orr at 509-486-4502 or V.President Bob Ulrich at 509-429-2119. Chapter Treasurer is Lola Orr and Secretary is Ryan Christoph.**

PAINE FIELD - The Paine Field chapter meets the first Friday of most months for dinner and an aviation related program. **For detailed information on the monthly meeting and other chapter activities including group flyouts, maintenance seminars and special programs visit www.facebook.com/groups/PFCWPA or send e-mail to paine-president@wpaflys.org.**

SHELTON-SANDERSON - The Shelton WPA Chapter meets 10 AM Saturday in the Sanderson pilot lounge. **For further information contact Bud Smilanich at 425-891-8304.**

SKAGIT - Meetings are held the last Tuesday of every month at 6 PM Cascade Aviation on the airport. Bring your ideas for projects that benefit local pilots, fun activities and how we can work together for a thriving pilot community. **For further information contact chapter President Bill Johnson at 206-495-1396.**

SOUTHWEST/VANCOUVER - **For information on meetings and seminars call chapter President Gary Miranda at 360-281-0196 or e-mail at a320grm@aol.com.**

SPOKANE - Meetings are usually held on the third Wednesday of each month at Darcy's, 10502 E. Sprague beginning at 6 PM. Meeting program information can be found at WPASpokane.org. **For more information contact chapter President Jon Weber, 509-280-2484, jweber@parkwateraviation.com.**

TRI-CITIES - The Tri-Cities Chapter meets at 6:30 PM at Bergstrom Aircraft FBO, Tri-Cities Airport (KPSC), Pasco on the fourth Wednesday of each month. **For information contact Chapter President Jim Hightower, hightower46325@yahoo.com or 541-720-4172.**

TWIN HARBORS - The Twin Harbors chapter meets the second Tuesday of the month at 6 PM in Ocean Shores, location TBD. **For meeting details and more info, contact Fred Winge, fwinge@techline.com, 360-289-4186.**

WENATCHEE - Meetings the third Tuesday of each month at 6 PM. Location is announced via an E-mail list. **Contact Chapter President Klaus Marx to add your name to the list or for other chapter information. 907-723-4379 or klaus-marx@juno.com.**

YAKIMA VALLEY - The Yakima Valley chapter meets on the fourth Thursday of every month at 6:30 PM at Reno's on the Runway. All are welcome. On most Saturday mornings at 8:30 till about 10:30, WPA and EAA pilots often gather for coffee and donuts at Yakima Airport Airpark on the south side of McAllister field, KYKM. **For chapter information, Contact Chapter President Gary Klingele at 509-421-1597 or gcklingele@nwi.net.**



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